

GENERAL NOTES:

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JAN. 1, 2002, THE DETAILS IN THESE PLANS AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.
2. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE THE MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS UNTIL THE OWNER, AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
3. SIGNS
- A) THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE SIGNS WHICH INTERFERE WITH HIS CONSTRUCTION OPERATIONS. THIS WORK WILL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.
- B) SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
- C) EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS INTENDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.
- D) ALL SIGNS SHALL BE RE-ERECTED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. HORIZONTAL LOCATION FROM THE EDGE OF PAVEMENT SHALL BE AS DESIGNATED BY THE ENGINEER.
- E) ALL UNUSED SIGNS WILL BE RETURNED TO THE COUNTY.
- F) LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS.
4. PUBLIC AND PRIVATE UTILITIES: THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATIONS OF UTILITIES AND EXERCISE CARE DURING HIS CONSTRUCTION OPERATIONS SO AS NOT TO DAMAGE THEM.
5. EARTH EXCAVATION
- A) THE REMOVAL OF EXISTING BITUMINOUS PAVEMENT, AGGREGATE BASE COURSE AND CORRUGATED METAL PIPE (CMP) CULVERTS SHALL BE CONSIDERED AS EARTH EXCAVATION.
- B) EXCAVATION REQUIRED TO CLEAN SIDE ROAD DITCHES, CONSTRUCTION OF DRIVEWAYS OR CONSTRUCTION OF SIDE ROAD APPROACHES SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION.
- C) ALL SUITABLE EXCESS MATERIAL FROM SEWER TRENCHES, SIDE ROADS, ENTRANCES OR OTHER NECESSARY EXCAVATIONS SHALL BE USED IN THE CONSTRUCTION OF THE ROADWAY. PLACEMENT AND COMPACTION OF THIS MATERIAL SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
6. DRAINAGE
- A) THE COST OF CONNECTING EXISTING STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM AND CONNECTING PROPOSED STORM SEWER TO EXISTING STRUCTURES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT; HOWEVER, THE NECESSARY PIPE USED WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "STORM SEWER" OF THE SIZE REQUIRED.
- B) ALL EXISTING DRAINAGE FACILITIES, HEADWALLS AND FENCES NO LONGER REQUIRED, IN THE OPINION OF THE ENGINEER, SHALL BE REMOVED. THE COST OF REMOVAL OF EXISTING PIPE CULVERTS, STORM SEWERS, DRAINAGE STRUCTURES, CONCRETE HEADWALLS, FENCING OR OTHER OBSTRUCTIONS WHICH INTERFERE WITH THE PROPOSED IMPROVEMENTS AND WHICH ARE NOT SHOWN TO BE REMOVED AS A SEPARATE PAY ITEM, SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. ANY OF THESE MATERIALS CONSIDERED SUITABLE FOR SALVAGE BY THE ENGINEER SHALL BE STORED WITHIN THE RIGHT-OF-WAY FOR LATER REMOVAL BY THE LAKE COUNTY DIVISION OF TRANSPORTATION. UNUSABLE MATERIALS SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY IN ACCORDANCE WITH SECTION 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. TRENCH BACK FILL AND PAVEMENT REPLACEMENT AND/OR AGGREGATE BASE COURSE TYPE B, WILL BE PAID FOR WHEN THE WORK LIES UNDER EXISTING PAVEMENT AREAS.
- C) DURING THE CONSTRUCTION OPERATION, WHEN ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS OR DRAINAGE STRUCTURES SO THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS ALL DRAINAGE STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- D) FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE STRUCTURE COST.
- E) UNLESS OTHERWISE NOTED, LOCATIONS SHOWN ON THE PLANS ARE TO THE CENTER OF STRUCTURES. FLAT TOPS AND CONES ARE TO BE TURNED SO THAT THE FRAME IS CLOSEST TO THE CENTER LINE OF THE ROAD, UNLESS OTHERWISE NOTED ON THE STRUCTURE IN THE PLANS. ALL FLAT TOPS AND CONES ARE ASSUMED TO BE ECCENTRIC.
- F) BITUMINOUS OR CONCRETE PAVEMENT CROSSINGS SHALL NOT BE LEFT IN GRAVEL OVERNIGHT. THIS WILL INCLUDE THE MAIN ROAD, SIDE STREETS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES AND PARKING AREAS. TEMPORARY BITUMINOUS PATCHING AT THE CONTRACTOR'S EXPENSE MAY BE USED IN LIEU OF IMMEDIATE PAVEMENT REPLACEMENT.


- G) AT LOCATIONS WHERE THE PROPOSED STORM SEWER CROSSES OVER UTILITIES, A 4" STYROFOAM CUSHION SHALL BE PLACED UNDER THE STORM SEWER WHEN DIRECTED TO DO SO BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- H) A QUANTITY OF "FRAMES AND LIDS, TYPE 1, CLOSED LID" HAS BEEN SET FOR DRAINAGE STRUCTURES TO BE ADJUSTED, WHEN THE DRAINAGE STRUCTURE IS WITHIN THE PROPOSED PAVEMENT.
- I) A NOMINAL QUANTITY OF "DUCTILE IRON PIPE, STORM SEWER, 300MM" HAS BEEN PROVIDED, IF NEEDED, FOR THE STORM SEWER CROSSING OF THE WATER MAINS.
7. DRIVEWAYS OR ENTRANCES
- A) EXISTING BITUMINOUS, CONCRETE, AND GRAVEL DRIVEWAYS AND ENTRANCES SHALL BE SURFACED TO THE RIGHT-OF-WAY WITH BITUMINOUS CONCRETE SURFACE COURSE AS SCHEDULED IN THE PLANS.
- B) EXISTING FIELD ENTRANCES SHALL BE BUILT UP IN PLACE TO THE RIGHT-OF-WAY WITH AGGREGATE BASE COURSE.
8. ALL ELEVATIONS SHOWN ON THESE PLANS ARE ON U.S.G.S. DATUM.
9. ANY REFERENCE TO STANDARDS IN THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE LATEST STANDARDS OF THE DEPARTMENT.
10. THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT SOME QUANTITIES ARE GIVEN IN BOTH SUMMARY FORM AND SCHEDULE ON THE PLAN SHEETS. CARE SHOULD BE TAKEN TO AVOID DUPLICATION OF QUANTITIES.
11. THE CONTRACTOR IS REQUIRED TO TEMPORARILY RESET MAILBOXES THAT INTERFERE WITH CONSTRUCTION. THE COST IS INCIDENTAL TO THE CONTRACT.
12. SEDIMENTATION AND EROSION CONTROL
- A) SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- B) SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- C) DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 14 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE OR REDISTURBANCE.
- D) AREAS OR EMBANKMENT HAVING SLOPES GREATER OR EQUAL TO 3H:1V, AND APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE STABILIZED WITH SOD, MAT OR BLANKET IN COMBINATION WITH SEEDING.
- E) EROSION CONTROL BLANKET SHALL BE REQUIRED ON ALL INTERIOR DETENTION BASIN SIDE SLOPES BETWEEN NORMAL WATER LEVEL AND HIGH WATER LEVEL.
- F) ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- G) ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
- H) ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE AND REPAIR.
- I) A STABILIZED MAT OF AGGREGATE UNDERLAIN WITH FILTER CLOTH (OR OTHER APPROPRIATE MEASURE) SHALL BE LOCATED AT ANY POINT WHERE TRFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT-OF-WAY, STREET ALLEY OR PARKING AREA. ANY SEDIMENT OR SOIL REACHING A PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- J) SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD PRONE AREA OR A DESIGNATED BUFFER PROTECTING WATERS OF THE UNITED STATES OR ISOLATED WATERS OF LAKE COUNTY.
- K) IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (e.g. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).
- L) THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.

ROUTE	SECTION	COUNTY	SHEET	SHEETS
FAU 2657	081	LAKE	4	92
PLAN SHEET				
93-20001-04-CH ILLINOIS BUFFALO GROVE RD.				

Contract No. 83656

13. TYPICAL CONSTRUCTION SEQUENCING:
- A) INSTALLATION OF SOIL EROSION AND SEDIMENT CONTROL SE/SC MEASURES:
- 1) SELECTIVE VEGETATION REMOVAL FOR SILT FENCE INSTALLATION.
- 2) SILT FENCE INSTALLATION.
- 3) CONSTRUCTION FENCING AROUND AREAS NOT TO BE DISTURBED.
- 4) STABILIZED CONSTRUCTION ENTRANCE.
- B) TREE REMOVAL WHERE NECESSARY (CLEAR AND GRUB).
- C) CONSTRUCT SEDIMENT TRAPPING DEVICES (SEDIMENT TRAPS, BASINS...).
- D) CONSTRUCT DETENTION FACILITIES AND OUTLET CONTROL STRUCTURE WITH RESTRICTOR AND-TEMPORARY PERFORATED RISER.
- E) STRIP TOPSOIL, STOCKPILE TOPSOIL AND GRADE SITE.
- F) TEMPORARILY STABILIZE TOPSOIL STOCKPILES (SEED AND SILT FENCES AROUND TOE OF SLOPE).
- G) INSTALL STORM SEWER, SANITARY SEWER, WATER AND ASSOCIATED INLET AND OUTLET PROTECTION.
- H) PERMANENTLY STABILIZE DETENTION BASINS WITH SEED AND EROSION CONTROL BLANKET.
- I) TEMPORARILY STABILIZE ALL AREAS INCLUDING LOTS THAT HAVE REACHED TEMPORARY GRADE.
- J) INSTALL ROADWAYS.
- K) PERMANENTLY STABILIZE ALL OUTLET AREAS.
- L) INSTALL STRUCTURES AND GRADE INDIVIDUAL LOTS.
- M) PERMANENTLY STABILIZE LOTS.
- N) REMOVE ALL TEMPORARY SE/SC MEASURES AFTER THE SITE IS STABILIZED WITH VEGETATION.
- * SOIL EROSION AND SEDIMENT CONTROL MAINTENANCE MUST OCCUR EVERY TWO WEEKS AND AFTER EVERY 1/2" OR GREATER RAINFALL.

REVISIONS	
NAME	DATE

	
GENERAL NOTES	
BUFFALO GROVE ROAD AT PORT CLINTON ROAD	
SCALE: NONE	DESIGNED BY: L.S.
DATE: 04/15/04	CHECKED BY: K.S.